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Locomotive drive wheels are extremely essential items at present. In 1949, the locomotives which had been repaired at the Northeast and Tientsin plants could not go out of the shops because of a scarcity of drive wheels. Since the inventory, however, it develops that the Heng-yang office has over 4,000 drive wheels. Smokestacks and grease were also premium items for the northern railroads; the Shanghai and Heng-yang offices have a comparatively rich supply of these.

Many cadres opposed the inventory at first, saying they were too busy to conduct such an investigation. But it has been made clear that this project is part of the Ministry of Railroads' program and the situation is gradually being worked out satisfactorily.

NAME OFFICIALS OF RR CORPORATION -- Canton Nan-fang Jih-pao, 26 Apr 50

Peiping, 26 April (Hsin-hua) -- To implement that portion of Article 1 pertaining to the Chinese Ch'ang-ch'un Railroad, as outlined in the Chinese Ch'ang-ch'un, Port Arthur and Dairen Agreement concluded by the People's Republic of China and the USSR, the representatives of both contracting parties held a conference at Peiping and decided to establish the so-called Chinese Ch'ang-ch'un Railroad Corporation on 25 April 1950.

According to the provisions set forth in the agreement, it was decided to set one year as the tenure of office for the various posts of the corporation. These posts are to be rotated between the Chinese and Soviet representatives. The appointments of the following personnel to the various posts for the ensuing year were approved by both contracting parties:

Board of Directors

Chairman: Yu Kuang-sheng (1) [Numbers refer to appended characters]

Deputy Chairman: M. S. Yeshkov [Russian names are approximations]

Assistant to Chairman: Su Mei (2)

Deputy Assistant to Chairman: M. S. Neskefev

Directors

Sun Kuang (3)

Chuang Lin (4)

Wang Tzu-wen (5)

A. I. Plevkin

I. F. Katseshev

T. L. Touanchik

Inspection Committee

Chairman: M. I. Gusaev

Inspectors:

Li Ming-che (6)

Yen Yu-min (7)

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M. N. Kleshkov

G. N. Kolerov

Chief Examiner: Ch'en T'an (8)

Chinese Ch'ang-ch'un Railroad Bureau

Chief: N. A. Lornichev

Deputy Chief: Liu Chu-ying (9)

LIU CHIANG BRIDGE NEARS COMPLETION -- Hong Kong Wen-hui Pao, 1 May 50

Liu-chou -- Repair work on the Kwangsi Liu Chiang steel bridge, which is 5912 meters long and which has been closed to traffic since 1944, was started on 12 February 1950. To date, the construction of four reinforced-cement piers, approximately 23 meters high, has been completed. It is estimated that this whole project will be completed by the end of June 1950.

Although it was first planned to construct girders for two spans and wood cribbings for three spans, the suggestion of three Russian engineers to connect the girders of three spans by dragging them into position was adopted. This new plan would cut down manpower and material requirements and would eliminate the hoisting operations.

REPORTS NAN YUN-HO NAVIGABLE -- Tientsin Jih-pao, 5 Apr 50

Tientsin -- On 31 March 1950, the SS Ho-ch'eng, of the Tientsin China Merchants Steamship Company, turned back toward Te-hsien from Lin-ch'ing, destination of her trial run on the Nan Yun-ho. It was stated that the Ho-ch'eng would sail that day and was expected to dock at Tientsin on the following day.

Since there was no difficulty navigating the Ching-te section of the canal, arrangements will be made to transport goods as soon as the ship reaches Tientsin. It will be necessary to wait until the water level has risen sufficiently at the numerous silt shallows in one section of the canal before opening navigation.

A ship's officer reported that the Ho-ch'eng ran aground on 27 March in the silt shallows near Ti-pa T'un in Ku-ch'eng Hsien but was freed after 2½ hours of hard work. He also indicated that obstructions in the canal grew more numerous on 28 March as they navigated in the vicinity of Cheng-chia-k'ou and he referred to the prevalence of brick piles, fallen embankments, mud banks, and silt shallows. Although a small steamer, the Ho-ch'eng has a relatively deep draught.

BOAT-BUS TRAVEL ROUTE OPENED -- Hong Kong Hsing-tao Jih-pao, 27 Apr 50

Canton, 26 April -- A new combined boat-bus route has been opened between Canton and Shen-ch'uan. Boats leave Canton at 1700 hours and arrive in Tung-huan in the morning. Here the passengers transfer to bus and arrive at Shen-ch'uan by noon. The fare is 70,000 yuan people's currency. This development provides a third travel route between Canton and Shen-ch'uan, the others being all-rail and all-bus.

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CHARACTERS

1. 余 光 生
2. 蘇 梅
3. 孫 光
4. 莊 林
5. 王 子 文
6. 李 明 哲
7. 嚴 佑 民
8. 陳 坦
9. 劉 居 英

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